for their chroniclers.
The Democratic State Convention has been

The Democratic State Convention has been called early in September. It is said that Mr. E. D. Beach is satisfied that he is not likely to be elected this year, and is ready to give way. If he is not ready, he will be shoved aside. Probably, Mr. B. F. Butler will be nominated, and if any-body can infuse spirit into what appears to be a lifeless party, he can. But the Democratic party is too far gone to be resuscitated. Not even Douglasism can revive it, here or in the other New-England States. And to the innocent and unjustated who have read Mr. Douglas's platform and

initiated who have read Mr. Douglas's platform and can see in it nothing but the Buctananism and Bor-

der Ruffianism which we fought against in 1856

there really does not seem much reason for making ourselves enthusiastic over the Illinois Senator's platform. Everything he proposes we have got now in the illustrious "J. B.," and it seems haraly

worth while to change masters unless there is

reasonable chance for improvement.

The Republican Convention has not yet been

other parts of the country in favor of Gov. Bank

and will remain so until the Austrians win a vic

tory, and then it will change wholly, or in a de-gree. As a people we go for the side that "licks," and though the Hon. Caleb Cushing has been writ-

ing pro-Austrian articles for one of the newspapers

IOWA STATE NOMINATIONS.

The State Republican Convention which met at

this place yesterday, was much the largest and most

enthusiastic meeting the party ever held. Not far

from 450 delegates were in attendance, and ended

their labors with harmonious results. The Hon.

S. J. Kirkwood of Iowa City-member of the State

Senate, late of Ohio, by birth a Marylander, by

profession a lawyer and by occupation a farmer-

was nominated for Governor. He came to us from

the Democratic party, and with his hard common

sense, clear political opinions, and power and skill

as a debater, will drive the superficial Augustus

Cæsar Dodge, his opponent, into close quarters.

No man has a better legislative record, and a full

vote will give him a majority of thousands of votes.

The Hon. N. J. Reush, a German citizen of Dav-enport, is the candidate for Lieutenant-Governor.

He is a member of the State Senate, a fine scholar, and much of a gentlemen, formerly officiating as a

and now occu

minister of the Lutheran Church,

DES MOINES, Iowa, June 23, 1854.

here, Magenta knocked them all to pieces.

Correspondence of The N. Y. Tribune.

WASHINGTON, June 30, 1859.

The course of the Administration in denying our adopted citizens the rights of protection abroad, and considering that they may be arrested for military service without redress, has excited so much Seeling, and been attended with such mischievous party consequences, that it is proposed to insert a plank is the Charleston platform, with reference to this special necessity. The Democracy feel that played out with the interest which they have their game of deception and hypocrisy, is about veys particularly courted, and that this doctrine of a so-called Democratic Administration, utterly annibilates all their previous professions, and ex-poses their hollowness and insuccerity. It is beposes their hollowness and insideerity. It is beleved that tens of thousands of naturalized voters,
who have heretofore swallowed these nostrums,
without more than reading the label, will, after
this last disgusting dose, seek some real remedy,
and abandon such quackery in the future.

The black-mailing process, which originated in
New-York some years ago, when private character
was assailed or threatened, as a means of levying
compulsory contributions, has been introduced

compulsory contributions, has been introduce here as a political expedient. Several attempts have been made since The Union was converted into The Constitution, to force it upon the public offices, but without any material success, until within the last week. That formidable military chieftain, Brigadier General George Washington Bowman, whose heroic exploits in the village of Bedford are whose heroic exploits in the vinage of bestord are recorded in history, complained frequently of late that the paper could not be continued without ad-ditional, did, insamuch as the \$13,000 derived from Wendell, and the advertising of the Departments, only covered the actual expenses of publication, and left nothing for the editors and his modest self. The dignituries sympathized with his sorrows, and it was suggested that the thousand or more officials in Washington, would doubtless be very happy to support an organ of the Administration, which was rendering such uncommon service to the cause and the country. Accordingly, lists of all the incumbents were prepared and turned over to the heads of the different subdivisions or bureaus, who were expected to present them to the subordinates, in order that each one might affix his signature oppoite his name, and have the exquisite privilege paying \$6 as a subscriber to The Constitution bende. Of course there was no compulsion about it.
Oh! certainly not! The clerks looked as smiling
as so many baskets of chips, and rushed up to pay
their quota of devotion. At night the lists were eas examined, to ascertain who the few recudoubtless examined, to ascertain who the few recu-sants were, and probably they may hear of the omission by and by. It would not do to exhibit any resentment just now, but every mother's son of them is marked for punishment. Such despica-ble tyranny as this was never countenanced by but one President before, and he John Tyler. In the days of the illustrious John Jones and his Madiian this terrorism was introduced, but by nobody else in the worst party times.

It was announced at the advent of this Administration that most of its members were rich men,

and, with one or two exceptions, the statement was true. The President is a batchlor, with some ndreds of thousands salted down. Gen. Cass is rated at several millions. Mr. Thompson counts nearly one. Mr. Cobb is more easy in his personal than in his public finances. Mr. Holt has a fortune. Mr. Toucey is also in that comfortable category.
Mr. Floyd and Mr. Black have nothing to spare. In the midst of so much wealth it might be sumed that an organ so exclusively personal as The Constitution is, would be supported, if necessary since the public refuses to subscribe-out of the private purses of those most interested, with subsidizing the Treasury or taxing poor clerks with limited pay and large families. It is a remarkable fact, that no regular Democratic organ can be sustained, here or in the large cities, without Federal patronage.

THE AFFAIRS OF MEXICO.

Correspondence of The N. Y. Tribune. WASHINGTON, June 29, 1859. The affairs of Mexico continue to engross all atter tion. There is no present expectation of any satisfactory arrangement being reached. In two long conversations with the most distinguished of the Constitutional Government, so called here, there is a persistent resolve to indulge no compromise, no concilia tion; it is to be victory over the church to the hilt of the sword. The church, in point of fact, is the only declared difficulty-not the tenets of the church-but the use and abuse, as it is termed, of the church property, and the consequent political power it is able to wield in the Government. power it is able to wield in the Government. The authority whose sentiments I lay open to you—at this time the most important—avers, that, not only will not the church be permitted to own real estate except on mortgages, but the control of real estate is, also, to be no longer their privilege. It is stated to this absorption of the church property is to except on mortgages, but the control of real estate is, also, to be no longer their privilege. It is stated to me that this absorption of the church property is to be enforced under the Censtitution of 1857, and that it can be so enforced without any new law to regulate the matter. The question is intricate and difficult to solve. It is one which the parties interested say, admits of no medium course, and yet, the party asserting this, do not exactly appear to be sensibly, if at all alive to the other important question, toleration of religions. The suggestion has been thrown out that the mediation of a settlement might be reached through the representatives of foreign powers. It will hardly be polite to let the question cope to a mortal arbitrament between the contestants to their mutual injury in the great cities. It is evident, however, that matters cannot long remain as they are; but the course adopted by Mr. McLane, no doubt for the moment, preserved to Juarez the present firm possession of Vera Cruz. The excessive warm weather will prevent military movements. Gen. Woll, it is surmised, will not be able soon to reach Tampico. What course Gen. Santa Anna may adopt it is noticed is likely to be a doubtful question. It is thought, however, that he will not again venture to no purpose into Mexico. He will be more liberal than hitherto. We shall hear presently of his address to the Mexican people, in response to the very recent demonstration at the capital inviting his return. The stay put on the conducts of five millions by Robles could only have been to prevent the payment of 200,000 duty (4 per cent) at Vera Cruz. This occurrence shows how seriously commerce must be embarrassed by the intestine war, and how important it is to Mexico and nations that a settlement of difficulties should happen. How is it to be reached?

Mr. McLane will be able to do almost anything at Vera Cruz. The means to the end there will be the surrender of everything. But, the question will be, Will the surrender be legal? That will be

MIRAMON'S CONDITION.

From the New-Orleans True Delta, June 25th.

From the New-Orleans True Delta, Jane 25th.

We have Vera Cruz dates to the 4th inst., brought by the way of Minatitlan. From the Progress we extract the following:

Yesterday we received a correspondence from the Capital, with advices to the 31st ult. The news in general is encouraging to the Constitutional party. The situation of the so-called Government (at the city of Mexico) is becoming every day more precarious, as much by the declining of its resources as by the discord reigning among the reactionary party, and the want of skill which marks their carrying on the war. The following is the substance of our correspondent's letter:

tter: "It would be a difficult task to give you a picture the situation of public affairs. Suffice it to say that the imbecile Miramon, despairing of finding a remedy for the state of affairs he has created, has resolved to rethe state of affairs be has created, has resolved to recall Santa Anna, to carry on the Government. This
has been strongly opposed by Zulaoga, who is therein
sustained by Father Miranda, Jauregui and Bishop
Munguia. A change is soon to be looked for, as each
day the present rule grows more insupportable.
Miramon has not been able to preserve the due circampection which the high post he occupies demands, and to transact intel igently the public business,
of which, by the by, he does not understand a word.
Daily he escapes from the palace to seek convivial
pleasures with beon companies, in order to forget his
troubles. It would not be surprising were he one day
to leave without saying good by to any one, as Santa
Anna did in 1855. He is only the tool of a Ministry
which uses him to put his signature to their decrees.

"From the interior the accounts are very satisfac-

which uses him to put his signature to their decrees.

"From the interior the accounts are very satisfactory. Gen. Marquez arrived at Guadalajara with a force so weakened that he could not take the field against Rocha and Ogazen, who are besieging that city, and who are only waiting for the arrival of Ogronado and Pesqueeira, the victors of Mazatlan, in order to make an assault.

"Gen. Well has been pominated by Miramon as Gen.

eral-is Chief of the army, charged with the pacifica-tion of the interior. Mejia is second in command." Gen. Woll, in a dispatch to Miramon's Minister of War, dated Irapuato, May 22, mentions an engage-ment with the Constitutionalist troops the previous day, in which be claims the victors.

ment with the Constitutionalist troops they have requested. The Governor of San Luis de Potosi has requested President Junez to translate the seat of the Pederal Government to that city. The authorities of Guanajuato second this proposal.

At Puebla, it is also stated, great dissensions exist between the leaders of the Reactionary party.

The following nominations have been made by President of the President of the Reactionary party.

at Juarez:
D. Carlos Cronzy to be Governor of the new Territory of Zacatlan.

Gen. Miguel Pina to be Governor of the new Terri-

tery of Matamoras.

Gen. D. Vincente Tapia to be Political Chief of the new Territory of Tehuacan
Joaquin Miramon has been defeated a second time by the frontiersmen. The action took place near Celaya, where Miramon himself last year vanquished Descollado.

Celaya, where Miramon himself last year vanquished Degollado.

Gens. Garcia and Zaragossa were at Lagos and Agnascallentes, and would unite at Guanajuato. Zaragoza was to receive reenforcements from Zacatecas and Pueblita. From Guanajuato, it was stated, they would march upon Guadalajara.

Fernando Bostamento, formerly adjutant to Zulbaga, has been condemned by a court-martial to be shot at Vera Cruz as a conspirator. The sentence has been approved by the Minister of War.

The Governor of San Louis de Potosi has ordered a tax for the support of the National Guard of that State.

FROM BOSTON.

From Our Own Correspondent.

BOSTON, June 29, 1859. The fate of Cyrus W. Plumer, the convicted mutineer of the ship Junior, excites a deep interest here. Petitions are in circulation and have been very numerously signed, asking the President to commute his sentence or to postpone the execution one year in order that further evidence may be procured. Most of the members of the bar, and large numbers of citizens have signed it. Many of the persons engaged in the shipping business decline. They probably know less about the case than the majority of the people; but they know that a shipmaster and mate were killed, and that is enough for them. I suppose if a dry-goods merchant had been murdered, there would have been quite a general disinclination on Washington Summer and Hanover streets, to ask for any commutation of the sentence of his murderer. Joseph and Frank Knapp were hanged, in order to pacify the rich and retired merchants of Salem and Boston; and Plumer must swing that sailors in the mer chant and whaling fleet may learn to be kicked and starved without murmuring. A gentleman, who is in the cordage business, refused to sell Marshal Freeman & rope for Plumer's halter. He did this, not because he had any special knowledge of this case, but on the general principle that three-quar-ters of the officers of ships who are killed by their men, deserve their fate. He presumed that the case of the Junior came within the general rule. It is extremely difficult, however, to form a satisfactory judment as to the facts of this case. That Plumer deserves severe punishment, I cannot doubt: but there is very strong reason to doubt whether the captain actually fell by his hand, or whether he intended to shed blood when he entered upon his mutinous design; whether, in fine, he is not less guilty than Provost and Fifield, two of the Government's witnesses, and in the same category with Herbert, Stanley and Cartha, who have

pied as a farmer, being proprietor of one of the largest and most valuable farms in the State. Of been convicted of manslaughter only, and sen-tenced to prison for six years. In one respect, his election by a very large majority there seems to be no doubt. In all respects he is the superior of Plumer has a better record than either of those have just named. He showed a mild and humane his opponent, S. W. Babbitt of the Missouri slope."
Our Judges are ex-Gov. Lowe, Judge Stockton temper after the mutiny, and did good service in saving the lives of the crew. Upon the theory which his friends now adopt, he also showed great magnanimity toward Fifield, who was regarded of the present Bench, and Judge Baldwin of Council Bluffs. The former is deserving of the high regard in which he is held, and is more of a jurist by the other mutineers as a traitor, and whose life would have been in danger if he had remained in their company. By taking the burden upon him-self, Plumer's friends claim that he relieved Fifield, and enabled him to return to the United States. than a politician. Stockton, all parties admit, is equal to his position, and the latter, residing in the Plumer was confident that he should make his way he was willing to allow Fifield a chance. This expectation of escape, I suppose, is common to most criminals, and therefore the theory is not unreasonable in itself. That Fifield was one of the original mutineers, is not disputed; and there is abund-

ant evidence that Provost is a great scoundrel, whether, as Plumer says, he was one

of the conspirators to take the ship or not. Be-tween the two theories—taat of the Government.

which is based mainly upon the testimony of Fifield, Provost and Lord (the second mate, who

was wounded by Cartha), and several seamen, who

testified to Plumer's declarations of guilt after the

event, and that of Plumer himself, which is sus-

tained by written statements of Herbert and Car-

tha—there seems but little to choose on the ground of the relative credibility of the witnesses. Fifield

and Provost are no more worthy of belief than

Herbert and Cartha; and have quite as great in-terest in lying about the affair-for while Herbert

and Cartha have passed through their peril, and cannot be again harmed, the others are still un-barged and unimprisoned. Stanley, it is under-steed, differs from Hernert and Cartha in relation

to Plumer's guilt. This is, perhaps, to be partly accounted for by the fact that his counsel was J. Hardy Prince, who is but little else than an attaché

of the United States Court, and a tool of the Gov-

ernment efficers.
His name appears quite frequently as counsel for

the defense in cases before the United States Courts, but this fact is not inconsistent with his

reputation, it being for the pecuniary interest of the Government officers that cases should be con-

the Government officers that cases should be con-tested lengthily if not vigorously. Stanley's lean-ing may also be partly attributed to the fact that Fifield's testimony tended somewhat to exonerate him from a share in the affair. He (Fifield) testi-fied that Stanley was on deck when the captain and mate were killed. There is some reason to be-lieve, however, that he was below with the others.

I saw the four prisoners when on trial, and Stanle;

was the most dangerous-looking one of the crowd. However, physiognomy goes for little, and phre-nology for less. Getting Prof. Fowler to make

an examination of Plumer's head, and pub-lishing his statement, is a piece of felly, which

leads us to fear that public sympathy may manifest itself in still more disgusting forms before the end comes. I believe that Plumer behaves well. He

is a young man full of animal life and vigor, to whom death, of coarse, has terrors; but he shows no sign of cowardice or of bravado. There is a little mystery about his name and family, which it

is not desirable to clear up.

Whatever may become of Plumer, the case of the
Junior is not likely to strengthen the cause of the

gallows. A prompt and noiseless conviction of all the mutineers, and their imprisonment for life,

might have been obtained, and the case would have

been almost forgotten by this time, if a milder pun-ishment had been provided by law for the crime of

ishment had been provided by law for the crime of murder. Now a portion escape; another portion receive an amount of punishment less than that frequently inflicted upon housebreakers, while, to keep the balance true one is hanged who no more descrives hanging than the others. If the President should pay heed to the petitions for commutation or postponement of sentence, he would be kindly remembered for this one act at least, in a community where he is just now, and where he is always.

nity where he is just now, and where he is always

likely to be, extremely uppopular, not to say odie

likely to be, extremely unpopular, not to say odious. The Boston Journal professes to contradict, by authority, the statement that Mr. George Ticknor has interfered to prevent Mr. Kirk, the Private Secretary of the late Wm. H. Prescott, from completing the History of Philip II. This is a very easy thing to do, but the facts of the case are not changed by any such contradiction. Mr. Kirk desires to complete the Philip II., and to write a life of Mr. Prescett, supposing, and probably with correctness, that the conjoined work, or the two works, would furnish him with profitable as well as pleasant employment, while the Philip II. alone would not. But Mr. Ficknor desires that Mr. George S. Hillard should write the life of Mr. Prescott. His in-

lard should write the life of Mr. Prescott. His influence, however, was not sufficient to bring about this result, though sufficient to prevent Mr. Kirk from undertaking either work. The Philip II., I from undertaking either work. The Philip II., I presume, will remain uncompleted, and Mr. Ticknor bimself will write the life of Mr. Prescott in a style of Cambridge elegance, no doubt. In the art of

equal to his position, and the latter, residing in the newer portion of the State, has carned a good name among his neighbors, which will bring out the full vote on the Missouri River.

The Sham Democracy have placed on their ticket for Judges, Judge Wilson of Dubuque, Judge Mason of Burlington, ex-Commissioner of Patents, and Mr Cole of Des Mones, a late importation from Kentucky. The first two are the best men the party could present in the State, and the third is thought to be a man of finesse rather than of brains, and it will not be hard to beat him by a majority of 5,000 votes.

Many hours of the time of the Democratic Con-

vention were required in building their platform, which is for Cuba and free liquor, is silent on Dred Scott, goes Douglas on the Territories, turning its back on Buchanan, notwithstanding a large swarm of Postmasters went up sworn to have an indorsement of the "Great Mogul." They have harmony in their resolutions, but "not in their hearts." Dodge will seek to be Governor by ignong all the test questions, but if Kirkwood does not smoke him out and ridicule his shallow statesmanship, we have mistaken our candidate. A very cor-dial shake of the hand, and an excess of small talk will not attract voters as in territorial times lodge has not seen the people since the newspaper has been found in almost every cabin. He is a man of very small abilities, and so sure as he discusses the issues of the day, will be found a very poor can-

Our party was never more harmonious or better The defeated candidates for nomina tion-most able men, like Clark of Johnson, But-ler and Woodward of Muscatine, Hamilton of Dubuque, and Edwards of Lucas—will work with a will for the party, and bide their time.

We have had no visitation by frost, and the crops of wheat, oats and corn were never more promising than now.

FAWKES'S STEAM PLOW .- This new farm imple ment was tried last week in Bucks County, Penn. and appears to have given general satisfaction. We should like to see this or some other steam-propelled plow at the next great Agricultural Show in this city, which the American Institute intend to hold in September. It would be one of the most interesting things that could be exhibited, and it could be put in operation in Hempstead Plains, where the surface is smooth as an Illinois prairie. It would be seen, too, if exhibited here, by capitalists who are largely interested in its success at the West. By all mean let us have the steam plow at the next Fair. It ould attract a multitude.

By the by, we understand that the New-York Horcultural Society intend to make their Autumn exhibition in connection with the Agricultural Show of the Institute. Why can't we have the Brooklyn Horticultural Society at the same time? Let us have one grand agricultural, horticultural, and floricultural show that will be a credit to the host engaged in the production of these thirgs of beautyand necessity around New-York.

RELICS OF THE KANSAS WAR.—Mr. Farren of New-Haven, who went to Kansas in 1856, and has done good service there in the great moral as well as physical struggle whereby Kansas has been rescued done good service there in the great moral as well as physical struggle whereby Kansas has been reacued from the grasp of the slavedealers, has now with him in Hartford some interesting relies of the great contests with the Border Ruffians, which he is desirous of placing in the enstody of the Connecticut Historical Society, provided a sum anything like their value can be raised in this city, as partial remuneration for his sacrifices and the oirect cutlay far the purchase of the relies. A chain with which the Free-State men were bound—a cannon-ball fixed into the Free-State men were bound—a cannon-ball fixed into the Free-State Hotel at Lawrence at the time it was destroyed by the Border Ruffians—type on which The Herald of Freedom had been printed, pecked up in the streets of Lawrence by Mr. Farren, after that establishment had been guited by the meb—a piece of the broken Free-State press—a flag taken from the Border Ruffians by the Free-State men—and daguer-rootypes of Gen. Lane, Capt. John Brown, Capt. Walker, Maj. Abbott, Capt. Shemble, who was mortally wounded at the battle of Titus, and various other prominent friends of freedom in Kansas, are among the cariosities. Mr. Farren will call upon some of our citizens to day, and tell his own story. The reception given him in New-Haven warrants the expectation that our citizens to complete that the ball care freedom.

disquising a great man and spotheosizing a small one, the men of Cambridge are great proficients. See Sparks's emusculation of Washington's letters and Everett's oration on Dowse, the learned leatherdresser. If Mr. Prescott ever did or said a foolish or undignified thing; the world will never know it: and we poor mortals, who are constantly doing and saying such things, must go to our graves without being consoled by his example, as we are by that of men who have Boswells and not Cambridge men for their chroniclers.

THE RAILROAD DISASTER NEAR SOUTH BEND.

A SPECIAL ACCOUNT.

STATEMENT OF CONDUCTOR AND PASSENGERS

FULL PARTICULARS.

Correspondence of The N. Y. Tribune.

SOUTH BEND, IND., June 28-6 & m. I have just returned from the scene of the terrible railread accident near this town-of which the telegraph bas, ere the, informed you-and drop you this asty note by this morning's mail.

Two miles east of South Bend is a ravice, through which runs a rivulet, too small to be called a creek, fed from the bills close by. Across this ravine the company had formerly constructed a bridge; but a few years since it had been changed into an embankment, with a culvert at its base, through which the water rap. When building, the neighbors, remembering a great freshet eighteen years ago, which filled this ravine to an unexampled degree, insisted that the culvert was too small. But the engineer in charge uld not believe it possible, and his plan was accordingly carried out. The culvert has proved amply sufient for all the freshets since till this.

Yesterday afternoon and last night, the windows of called. I believe the State Committee are debat-ing whether to notify the party that two delegates will be chosen to the National Convention, or to heaven were opened, and the rain poured down in torrents. Every stream was rapidly swollen, and, by night, this little brook was foaming through the cullet that matter go over until next Spring. I think the delegates from this State will, naturally, be the delegates from this State will, naturally, be divided in opinion as to a candidate for Pres-dent, though if there should be a strong movement in vert. At 81 p. m., a passenger train going west passed over it safely. A little before midnight, the night express from the west made the fatal plunge of which you have heard. our delegation would, no doubt, go for him. But there is yet no settled opinion on this question. Public opinion on the European war question is almost entirely on the French and Sardinian side,

I have talked with several of the passengers who were saved, and they all concur in the belief that when the train came around a slight curve toward this ravine, the embankment had already washed away. and the whole train leaped into the chasm, which was about 25 feet deep, and 60 or 80 feet wide. The culvert, evidently choked up, converting the embankment into a dam, the water rapidly accumulated, as can be seen by the marks of its rise, nearly as high as the railroad track, and its great weight at last tore out the obstruction, and, instead of the iron rails, there was a yawning cleft or gap, with a wild and angry torrent dashing through it toward the river. The engineer and fireman, the baggageman and expressman, are all dead; and hence we shall never know more than we do now of the state of the embankment at the moment of the fatal plunge.

The engineer was running the train with great care. Passengers from the west who left the train at this place state that wherever there was a bridge to pass over he approached it carefully, as if thoroughly aware of the dangers of this dark and stormy night. So he did in passing a bridge just a mile this side of the embankment. Supposing, however, that this was all right, he was running, when he came to it, at about twenty niles per hour. The locomotive buried itself in the loose sand of the bank, and the baggage car. which was torn into kindling-wood, piled its fragments upon it. Over this was the second-class car, the only thing visible, so deeply were the others imbedded The three passenger cars which followed them fell into the terrent below the railroad track. The sleepingcar, which was the last one of the train, was but little injured, and no one in it was killed. The others were adly demekshed, and many lives lost in each.

Up to the time when I left the wreck, 23 dead bodies had been taken out, but this is probably not a moiety of the loss. The engineer's body had not yet been found, and the survivors are satisfied that a number who were not killed by the shock died by drowning. Three dead bodies were found 200 yards below, where the stream empties into the river, and the force of the current can be imagined when I tell you that the very heavy trunk of Mr. Bliss, the President of the road, who was in the sleeping car, and is uninjured, was washed down that distance also. Many bodies may have floated off down the river, or sunk after sching it, and some may be imbedded so deeply in the sand that they may not be found for several de

The violence of the shock can be inferred from the fact that the strong iron safe of the expressman was shattered into fragments. Mr. Heaton, the express agent at this place, was promptly on the spot, and aided by the express messenger of the night train from the sast, saved all of the money which had been in charge of the deceased messenger, that could be found. As I close this letter, the engineer's body has just been

found, alongside of his engine, dead at his post. I omit names, as you will doubtless have them by telegraph, and I am in great haste.

SCHUYLER COLFAX.

From The Chicago Press, June 29. Citizens of South Bend and Mishwanka turned out en masse to assist the wounded and search for the

dead.

One lady was carried down the stream toward the river, but lodged in a tree-top, and heard several float by crying for help.

The United States Express had over \$30,000 in their safe, which broke to pieces by the collision, but the agent here has found most of it in the ruins.

agent here has found most of it in the ruins.

One of the through mail bags was found near the river, two hundred yards from the break; whether others are lost cannot be told.

The Eastern train left at the usual time on Tuesday zeorning at 8 o'clock, but proceeding as far as the scene of the disaster, was unable to go any further, and soon after turned back, and arrived in this city at 3] o'clock p. m. On this train was William M. Osgood, the conductor of the fated train; he is bruised considerably about the head, shoulders and legs, but his injuries are not of a serious nature. Mr. Osgood has been a connot of a serious nature. Mr. Osgood has been a con-ductor on the road for three years past. He was yes-terday confined to his bed at the Tremont House, where he made the following statement:

STATEMENT OF THE CONDUCTOR.

I was scated on the fore-part of the first passenger car at about 12 o'clock on Monday night, when suddenly I heard a cracking in the car, as if the car was trembling and shaking; then I felt the car was plunging, when I got upon my feet to see what was the matter, and tried to reach the center of the car, but not being able, as I felt my feethold slipping from beneath me, I commenced climbing to the roof, and succeeded in getting a hold. The roof was much broken away by this time and I got through it to the top, where I kept hold until I landed below. I then commenced climbing up, and reached the bank. I saw a number of others clambering up out of the cars, and there were several persons assisting the persons who had been injured. I saw some laborers, whom I ordered to light bon-fires persons assisting the persons who had been injured. I saw some laborers, whom I ordered to light bon-fires on the track up and down the road. Of the speed of the train I took no particular notice. I do not think it was running at full speed, as we had just passed over a big bridge, where we usually slack up, and had not got under full head-way yet.

I should judge there were some 150 persons in the

got under full head-way yet.

I should judge there were some 150 persons in the train, I could not tell, as I had not taken up my checks of the recond class (or emigrant) cars, or the Eastern tickets. There were fifteen or twenty laborers got on the foremest of the emigrant cars from Ainsworth station, and at the New-Aioany and Salem crossing. The emigrant cars were all smashed up. When I got out of the car, the night was very dark, and the water was running heavy. I was confused. I wanted to reach the telegraph station at South Bend, Ind., and started, as I supposed, for it, but when I forded the creek, I had gone the wrong way. I never saw any rain in this ravine before; it was what I call a dry run, and the culvert was of stone, as good as can be found upon any road. The seene of the catastrophe is, as near as I can judge, about half way between South Bend and Mishwanka. (This [Tuesday) morning I crossed the same spot where last night was a some form and already and the control of the cases of the same spot where last night was a fleed, almost without more than wetting the tops of my feet. I know nothing further of the cause of the accident than the carrying away of the culvert, and I was sitting on a forward seat, with my lantern near me, when the pitching and cracking commenced.

tel at Lawrence at the time it was destroyed by the Border Ruffians—type on which The Herald of Freedom had been printed, pecked up in the streets of Lawrence by Mr. Farren, after that establishment had been putted by the meb—a piece of the broken Free State purses—a flag taken from the Border Ruffians by the Free-State men—and daguer-rostypes of Gen. Lame, Capt. John Brown, Capt. Walker, Maj. Abbott, Capt. Shemble, who was mortally wounded at the battle of Titus, and various other prominent friends of freedom in Kansas, are among the curiosities. Mr. Farren will call upon some of our citizens to-day, and tell his own story. The reception given him in New-Haven warrants the expectation that our citizens will do the thing that is liberal and proper. It is well to remember that the ball cast from the type on which The Herald of Precdom had been printed was sen; back to the Border Ruffians with pewder.

Statikast of wn. 8. BRET, OF ELEMORS, Wis. I was a passenger on the 8 p. m. train of the Southern Mischard In with crupical that the state in There were three first-class and two second-class cars, making the train. I sat near the middle of the car. At the time of the accident I was to askeep, but dezing. I had just got up and exchanged seats with my wife. I heard a heavy crash, and tell his own story. The reception given him in New-Haven warrants the expectation that our citizens will do the thing that is liberal and proper. It is well to remember that the ball cast from the type on which The Herald of Preedom had been printed was sen; back to the Border Ruffians with pewder.

Statikast of wn. a. BRET, of ELEMORS, Wis. STATEREST OF WN. H. BREIT, OF ELKHORN, WIS.

The lights were all extinguished, and the night was cloudy and dark. I got out of a window, as the ear lay partly on its side. My wife escaped, she hardly knows how. The scene at the wreck was frightful. The engine, by the giving way of the culvert and embanks ent, plunged down full thirty feet, and the two second-class cars fell near it our car a little to one side. It was a fearful pile. No one in the sleeping car was killed. I had several contasions about my face and body. My wife is hurt about as much as I am.

[Note.—Mr. Brett, when we encountered him, was on his way to the Milwaukee train. He arrived on the train which left in the morning, at 8 o'clock, for the East, but which returned, arriving here at 31. The horror of the scene through which he had passed seemed to have partially paralyzed his faculties. He talked of the affair bke an absent-minded man speaking of some indifferent matter.—ED.]

SCENES IS CHICAGO.

SCENES IN CHICAGO. Although the accident happened soon after midnight nothing was known of it here until about 9 o'clock in the morning, when the Express Company received a dispatch amouncing the death of its messenger. But when the news once got abroad it flew like the wind, and within an hour it was the theme of conversation at every corner of the streets. The different offices of the company were soon filled with anxious inquirers who had friends on the train, each begging to be assured of their safety, or hesitating to inquire the extent

who had friends on the train, each begging to be assured of their safety, or hesitating to inquire the extent of their loss. Husbands whose wives and children had left them in joyous health and strength only a few hours ago; measengers from wives who sat, with trembling hearts and pallid lips, at home, thronged the passenger and general freight offices during all the after part of the day. In the latter is a telegraphic instrument and operator, and the communications between it and the station nearest the horrid score were frequent, and, to the agocized bystanders, full of dreadful meaning. We saw many turn away from the operator's list, some with faces lit up with hope and joy, and others struck with heavy despair. One gentleman of this city thad sent away from the operator's list, some with faces lit up with hope and juy, and others struck with heavy despair. One gentleman of this city had sent his wife, three children and sister eastward on the fatal night. He was an early lequirer. The obliging operator dispatched a message of inquiry, and he stood by the instrument, a picture of wee, waiting an answer. In reply to a question, he said that he had put his family in the forward car. He was told to expect the worst, because the destruction of life in that car was fearful. He trembled like an aspen leaf, and the sweat of agony stood like rain drops on his brow. In reply to another question, he said that his wife was going only as far as Kalamszoo. He was told that Kalamszoo was on the Michigan Central, and that his precious once could not be involved in this catastrophe at all. The relief came too suddenly. The revulsion followed like a waterfall, and the happy and thankful man threw himself into a cnair and wept like a child. A rongb-bearced customer, who related the incident to us, says that he also cried as he witnessed the thrilling us, says that he also cried as he witnessed the thrilling

WHO'S TO BLAME?

This is a question which ought not now to be discussed; but with the information at hand, we judge that this is one of the accidents in which the tropic-like inry of the storm is to be charged with the fixed consequences. Doubtless the engineers of the Company were careful in the exercise of their skill, and constructed this part of the road under the belief that they had guarded against accidents like this which has bappened. But a day or two will enable us to judge more correctly. Our reporters on the ground will make careful inquiry into the facts.

Mr. J. J. H. Kice of Lapotte, Indians, who was a passet ger on the sleeping-car of the ill-fatel train, arrived yesterday at 34 o clock, at the Briggs House, but left for Janeaville last evening. The following is the

STATEMENT OF J. J. H. RICE, PASSENGER.

He was in the sleeping car at the time of the accident, which occurred about midnight. The first he knew of anything being the matter, was when the water was rushing over the car. The lights were out, and nothing but an occasional flash of lightning was there to see by. He jumped from the cars, but instead of landing on terra firma, he leaped into the torrent, but succeeded in making his way to a clump of bushes, and got up the bank afterward. He heard a great deal of screaming while in the current, and after landing the cries of distress were awfal. There being no lights, everything was confusion, and survivors were lights, everything was confusion, and survivors were rushing windly about the banks of the ravine in vain search of their missing friends. He says no one was killed in the sleeping car, but one old gentleman jumped out and was drowned in the current. Mr. Rice says that Orgood (the conductor) seemed crazy: he ran to South Bend and to Mishwanka, and then returned, a distance of eight miles, without his hat. He took charge of him, and brought him to the city at 34 o'clock yesterday.

He took charge of him, and brought him to the city at 3½ o'clock yesterday.

One woman, who was on the train with her husband and five children, ran wildly about all night seeking her family, but without success, until morning, when she found them all dead. She then went to a farmhouse a few yards off, where, after sitting a few minutes, the wretched wife and mother expired.

Mr. Rice says that a gentleman, with his wife and two children, was on a pleasure trip to the East. But in the accident the parties became separated. The busbard found one of his young ones dead in the morning; next he found his wife dead, but with her arms closely embracing the other child, who was saved.

ing; next he found his wife dead, but with her arms closely embracing the other child, who was saved.

Mr. Pardee, whose statement we give below, is from Bloomington, Ill. He was returning from the East to his home in the train next to the ill-fated one, and which left the scene of the terrible disaster at 12 o'clock yesterday. He arrived there at 9 o'clock in the morning, but as the baggage had all to be carried across from one side of the ravine to the other, to another train, it was impossible to leave sooner. Mr. Pardee improved the interval of three hours in visiting and examining the scene and the wreck, and in attendance upon the sick and wounded. ance upon the sick and wounded.

At the time of his leaving by the train thirty-one bodies had been taken out, and he understood that two more culverts had been carried away east of the two more culverts had been carried away east of the one new referred to, last night, and by the same rain, after the train on which he came had passed over them. He calculated the chaem to be twenty feet deep and fifty feet across. The masonry was swept off by the strong current. The embankment around the stone-work was first washed out, and then followed the masonry. He judged from the mark along the embankment that the water had risen twelve feet, but when he left it was almost dry again.

The tank of the engine, the smoke-stack and a few splinters were all that was discernible of the wreck of the train. A large force of men were engaged in picking up the bodies, and many were excavating the debris, but considerable had been carried off by the torrent. The culvert was said to be, by those who

debris, but considerable had been carried on by the torrent. The culvert was said to be, by those who knew, a strong one, but not wide enough for the pur-pose, and many had predicted that it would be washed out by the embankment first being carried off by the wide and spreading waters in the event of their rising,

as has been the case.

Some nine of the wounded passengers had been carried to Mishwauka, and were laid out on pallets arranged in a large room in the hotel. Every care was bestowed upon them. The townspeople were particularly assiduous in their attentions to the sick, while larly assiduous in their attentions to the sick, while there were some four or five doctors on hand minister-ing, as far as possible, to their wants. The dead bodies see picked up and laid out in the care, with sheets overing their faces. The men had worked two hours oget one woman out of the water. She was of course lead when recovered. The sleeping-car seemed to be iniquired, with the exception of a few broken windows. dead when recovered. The sleeping-car seemed to be uniqueed, with the exception of a few broken windows. It lay in a diagonal direction from the track. The engine shot some forty feet distance from the west bank of the ravine, by which we conclude the train was going at a rapid rate. The scene on the banks of the ravine, Mr. Pardee says, was truly awful, as one may well suppose, but he says the amount of huxan misery among the wounded was terrible to behold. In the Mishwanka Hotel he saw a fine little boy about nine years old, with his left leg broken, and almost open through the thigh, while the right leg is cut completely off. The lad was failing fast, and it is almost impossible for him to recover.

ible for him to recover. He was one of a family of five children, with the He was one of a family of five children, with the mother, who were going to meet the father and the husband of this family. The mother was killed, a daughter is missing, and another boy is wounded but not seriously. He is in the same room with his wretched brother, while he saw another of the young ones, six years old, dead, having had his face completely cut off. The bodies of the females were not much mutilated. By the dress of those dead and wounded, Mr. Parcee jurges them to have been mostly second-class passengers.

One passenger got out of the sleeping car into the

senger got out of the sleeping car into the one passenger got at the steeping a had the current, and was swept along, but in going down he luckily clutched hold of a tree, and by that means ef-fected a landing.

A Mr. Schaub, of Chicago, who had his leg broken,

get Mr. Pardee to telegraph the fact to his wife.
STATEMENT OF MR. HILLIARD, PASSENGER.
L. P. Hilliard, lumber merchant of this city, is a

I. P. Hilliard, lumber merchant of this city, is saved and uninjured. He states that when the sleeping car in which he was riding went down, it canted, almost turning over, but striking something, it righted, and larded without much difficulty. Mr. Hilliard found himself in the derk, with water up to his waist. In this condition he remained fifteen minutes. His little child who was with him was caved. He extricated himself in a few minutes, and landed without bruise or scratch. Mr. Hilliard said that as soon as the culvert was cartid away, the water ran off, and the ravine was almost as dry as usual.

PARTICIDARS. PARTICULARS.

It is the wife of Increase C. Sunner, instead of Otis S. Sunner, who was killed by the accident on the Michigan Southern Radroad. Mrs. Otis Sunner was not on the train. The deceased, with her three children, had been on a visit to their friends here, and left on Monday evening. The children were all saved.

One old man, named Horace Devereux, of Oneida, N. Y., who had been on a visit to his nephew in this city,

and was by him last seen in the sleeping car at the depot, is missing. He is probably the one person who perished in the passenger car. ANOTHER STATEMENT BY A PASSENGER.

ANOTHER STATEMENT BY A PASSENGE.

EXTRAORDINARY NEGLIGENCE OF THE RAILROAD COMPAST—SUPPRESSION OF DISPATCHES.

From The Clerkinal Hernid, June 23.

A passenger on the train, just arrived in the city,
gives us the following account of the frightful calamity.

He was in the sleeping car at the time of the accident,
and was startled by a sensation as if the car was jumping on the bare ties. Then came a crash and a plunge
downward into a deep abyss.

ing on the bare ties. Then came a crash and a plunge downward into a deep abyss.

The car turned over on its side, but being the last car in the train, and strongly built, did not break up as badly as the others, and therefore protected its occupants from severe injuries.

The train was a heavy one, containing five well-filled passer ger cars, besides the baggage and mail car. The train was about half an bour behind time previous to reaching the fatal spot. About 10 o'clock Monday night—two hours before the time of the sucident—at remendous rain fell through bout that section of country, flooding the fields and swelling the streams to considerable bulk.

The surviving brakesman says that the train was The surviving brakesman says that the train was

run with great caution over all the culverts previous to reaching the fatal culvert, but on nearing the latter to reaching the fatal culvert, but on nearing the latter the speed was increased to twenty five or thirty miles an hour, as this culvert was considered the most reliable on the road. On reaching the gap, which was about one hundred feet wide and about thirty feet, deep, the train fell first on the old trestle work, which emshed be neath the weight, and then kaped into the chasm. The engine fell at the base of the further bank, and buried itself in the sand. The baggage car, two second-class cars, and two first-class cars piled into one mass and drove each other into the earth. The sleeping car fell on its side on top of the pile of shattered care.

Every man connected with the train, except the conductor, one brakesman, the conductor of the sieeping car and his boy, were killer.

When the uninjured passengers crawled out, the scene is said to have been awful. Scarcely distinguishable in the darkness lay a pile of shattered wood and iron, and about a bungred and fifty dead and dying persons, part buried in sand and mud, and part washing away in the boiling torrent that swept down to the St. Joseph River, but a few rods distant.

The conductor and brakesmen set out to seek succor at the station of South Bend and Mishwauka, while the uninjured passengers buil fires around the spot, and cartied off some of their wounded fellows to the neighboring houses.

It was bearly three hours after the accident before

neighboring houses.

It was nearly three hours after the accident before succor arrived from the nearest town, which were succor arrived from the nearest town, which were three or four miles distant. A strong body of laborers were brought down by the people of the towns, and the work of digging out the dead and wounded com-

merced. Tuesday afternoon, 32 dead bodies had been taken to

Thesday afternoon, 32 dead bodies had been taken to Mishawanka; eight or ten were reported taken to South Bend. Some ten or twelve bodies were reported to have been taken up about ten miles below, on the St. Joseph River. About a dozen of the wounded have scarcely a chance of life.

Some five or six laborers who were on the train report that about twenty of their fellows are yet missing. It is supposed they remain buried in the sand, or have been washed out into the St. Joseph River.

Very few of the passengers escaped death or frightful injuries.

Very few of the passengers escaped usual of high ful injuries.

After the accident, the water in the creek lowered rapidly, and at noon on Tuesday was about breast high. The people living in the neighborhood say they they always considered the cultert too small. The Company, on the contrary, had such confidence in it that they did not think it needed special watching.

The extraordinary conduct of the Railroad Company in suppressing dispatches excited considerable com-ment. Our informant endeavored to send a dispatch yesterday (Tuesday) morning to this city, but it the not come through until 24 hours had clapsed.

LATER PARTICULARS.

Passengers of the unfortunate train left the scene of disaster at 6 o'clock last evening, and arrived here at 3 o'clock this merning. From the officers and passengers of the train we gather a great variety of facts and incidents, which we shall o'te, with as much as the second of the same and the second of the second

3 o'clock this morning. From the officers and passengers of the train we gather a great variety of facts and incidents, which we shall give with as much order as time will admit.

For the information given below we are much indebted to the Rev. Mr. Fish, W. E. Calligan, express messenger, and Mr. Babbington, the surviving brakeman. The unfortunate train left Chicago at 8:30 on Monday evening, and consisted of five passenger cars, beside the baggage and express car. It arrived at South Bend about forty-five minutes behind time, and made the fatal leap at about 12½ o'clock at night.

The number of lives lost casnot be given, and probably never will be. Mr. Calligan, who left Mishwauka about ten o'clock last night, tells us that tairty-five dead bodies had been recovered at that time, and three or four of the wounded had died, making about forty deaths, as far as beard from. But from the strength of the current, and the fact that several bodies had already been found scattered for a great distance below the gorge, it seems reasonable to suppose that others are yet to be found there, and perhaps some yet in the mass of ruins and mud in the chasm.

Up to last evening inquests had been held on thirty-three bodies.

A lady who was carried down by the current and saved by catching hold of a limb, says at least a dozen human bodies, some alive and calling for assis ance, and some still and lifeless, passed by her in the stream. The chasm produced by the waters was about one hundred feet in width and from twenty to thirty feet deep. The depth of water at the time of the accident was about twelve feet. So powerful was the current at the time, that even masses of concrete masonry and bars of railroad iron were carried several rods below the gorge. Something of the suddenness of this powerful feed may be imagined when we state that at the gorge. Something of the suddenness of this pow-erful flood may be imagined when we state that at noon yesterday, only twelve hours after the accident, there was very little water passing, and by evening not enough to prevent a man with boots crossing with dry feet.

MARINE AFFAIRS.

ANOTHER STEAMBOAT CONFLAGRATION-THE C. W. ANOTHER STEAMBOAT CONFLAGRATION—THE C. W. SOMBART CONSUMED—BOAT AND CARGO TOTAL LOSS. We are called upon to record another disaster, resulting in the total loss of the steamer C. W. Sombart and a large and valuable cargo. The steamer C. W. Sombart, Capit. Henry McPherson, left this port for Savannah Landing, eighteen miles above St. Joseph, Missouri River, at about 51 o'clock last evening, having on board twenty cabin passengers, a few deckers and about five hundred tuns of lumber, salt, furniture, groceries and assorted merchandise. She was drawing

ing on board twenty cabin passengers, a few deckers and about five hundred tuns of lumber, salt, furniture, groceries and assorted merchandise. She was drawing five feet four inches.

When she had reached a point near Bissell's Ferry, about one mile and a half above the city, the alarm of fire was given. Smoke was issuing in volumes from the hold, about midships, or directly under the engines. The mate, Samuel Smiley, went into the hold and came very near losing his life in fruitless efforts to extinguish the flames, which had gained considerable headway, and soon burst through the deck.

At the alarm of fire there was the usual fright and stampede of passengers and crew. The boat was inche middle of the river, and the pilot at the wheel, Mr. David Keiser, received orders to head the boat for the shore, which was immediately done. This was about 6 o'clock p. m. The boat struck the shore just below Bissell's Ferry, and in close proximity to the powder magazine. She was promptly made fast by two lines, and all the passengers, officers and crew made their escape with their effects. During the passage of the wreck down the river, there were two or three explosions. The first occurred soon after the boat was cut loose from shore, and was probably caused by the giving way of steam nines. The second one took place a the and was probably caused by the giving way of steam pipes. The second one took place at the head of Bloody Island, and sent fragments of the beat, burning iumber, &c., three hundred feet into the air. This was doubtless the explosion of ten or

the legs of powder, which were in a magazine abourd. The third explosion, which was noticed in the bend of the river, has not been accounted for. The scene of a burning boat in the river caused great excitement, and thousands of people flocked to the river and followed the unfortunate steamer in its

The C. W. Sembart was built at Louisville, and came The C. W. Sombart was built at Louisville, and came out in February, 1858. She was intended for a St. Louis and Glasgow packet, and costoriginally \$31,000. She was owned by Capt. Henry McPherson and Ewd. McPherson, Commander and Clerk, Capt. E. T. Draffin and Messer. C. W. Sombart and Dr. Shortridge of Boonville, Mo. She was repaired and improved by an addition to her cabin last Spring, at a cost of \$3,200—and was valued at the time of her loss at \$28,000. The insurance of the boat is as follows: Dr. Shortridge's interest for \$5,000, in the Commercial office, of St. Louis: C. W. Sombart's interest for \$5,000, in the Globe Mutual, of St. Louis: McPherson's interest for \$5,000, in the Delaware Mutual, of Philadelphia—making a total insurance of \$15,000. Capt. T. E. Draffin, sinderest was uninsured.

The freight is believed to have been generally insured, but the freight list was uninsured.

St. Louis E. & G. W. Bluat,

We have received from Mesars. E. & G. W. Blust,

Supplement No. II. of the American Lloyds. THE GREAT PASTERN.

Searcely two months ago, and the great ship was as declate as a wreck, and with apparently as little chance of ever going to sea. Now the fannels are up; three masts are in and rigged; the paddle boxes are in; the engines nearly finished; bulwarks and decks complete; and a whole army of workmen are busily engaged getting forward her internal fittings. Such an amount of progress, when judged by other ships, may appear to be no great matter, but when we reflect a methent on the details, and find that the deck alone